

BY BOUTELLE BROTHERS.

123 MAIN STREET

BANGOR, MAINE, FRIDAY, SEPTEMBER 2, 1892.

Price Three Cents.

VOL. LIX—NO. 209.

VISITORS

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Herskind's

is the only pure phosphatic baking powder made, and is recommended by Physicians of all schools as healthful and nutritious.

CASES OF NSANITY

From the Review of

"LA GRIPPE"

Are Alarmingly Prevalent.

From the

Same Cause

Are announced in every paper.

Would you be rid of the Awful Effects of

La Grippe?

There is BUT ONE SURE REMEDY that

NEVER FAILS, viz:

DANA'S

SARSAPARILLA

We guarantee to CURE you or REFUND

your money.

COULD WE DO MORE?

ISN'T IT WORTH A TRIAL?

SKODA'S LITTLE TABLETS.

Mild, Safe, Effective. For Head-

aches and Liver Complaint

nothing else will do. Tablets

with the DISCOVERY

they cure Rheumatism. 50 in

a box only 35 cents.

Perfectly Well at 70

Years of Age!

AT SKODA'S COMMAND!

"The Pills Do It in Five Days!"

ENLARGED OF PROSTATE GLAND

EXTREME CONSTIPATION

AND

CHRONIC INDIGESTION

CURED BY THE BOTTLES!

MR. B. T. SWELL, FORTUNE OF FAY

TECH, ANDOVER, MASS., HAS BEEN

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AND EXTREME CONSTIPATION

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Boston & Bangor S. S. Co.

ADDITIONAL SUNDAY SERVICE.

Every Day to Boston and all Intermediate Landings.

Commencing Monday, August 10th, 1892, steamers will leave Bangor, daily at 11 o'clock A. M. (Sundays excepted), for Boston, Portland, Camden and Rockland. (Sundays excepted), for Boston, Portland, Camden and Rockland.

Steamers will leave Bangor, daily (except Sunday), at 11:30 A. M. for Boston, Portland, Camden and Rockland.

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A Serious Time for Little Babies.

Physicians Advise the Use of Pure Food.

Lack of Proper Knowledge Causes Suffering.

How the Health of Children May be Preserved.

Mothers of Bangor read what's here.

There is an epidemic of cholera infantum in this and other States.

Health boards everywhere are reporting a startling fatality from cholera infantum.

Physicians say that in nearly every case the child is poorly fed and nourished, and hence the disease.

"It is absolutely certain," says a physician in one of the medical journals, speaking of the alarming summer mortality among his patients, "that the cause of this high death rate among infants is indigestion."

At the beginning of summer, the best physicians gave warning that pure food must be used for babies. That this warning did not reach every city and town in this State is evident from the high infantile death rate.

But in those places where the newspapers published the discussions that were going on, large quantities of lactated food were sold at this best of diets for children was used.

The result is, statistics show that fewer deaths have occurred in those towns and cities where the larger amount of lactated food was used.

Comparisons of this sort are absolutely convincing.

September is a fatal month for the little ones, and unless lactated food is used, the local physicians say that the dreadful mortality and increasing amount of sickness among children will continue.

The one safe plan is to feed infants on lactated food.

For the Pickling Season Offer

Pure Cider Vinegar, Pickling Cucumbers, Green Tomatoes, Mixed Spices for Pickles.

No. 2 FARRINGTON BLOCK, aug30 BREWER.

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Capt. Leina, of Orono, was at the city, yesterday.

Mr. Henry J. Trim, acting as assistant collector at the tax bridge.

Miss Munka Cochran went down river on the steamer Katahdin, yesterday.

The captha lunch, Monahan, has been lying at the wharf below the ferry slip for a day or two.

Miss Lou Gilmore has returned from Fagcock Point, where she has spent some time this summer.

Mr. Ralph Rowe, of East Eddington, will return to his studies at Westbrook Seminary, next Monday.

The next annual reunion of the Collins' family will take place on the last Thursday of next August, in East Eddington.

The large three masted schooner Nina Talbot is now lying at Messrs. E. H. & H. Rollins' ice houses, taking aboard a cargo.

Mr. and Mrs. McCormick, of Boston, are visiting with Mr. McCormick's parents in this city. They return to their home Sunday.

The notices of the four days' session of the Board of Registration, previous to the election, on September 12th, have been posted about the city.

Mr. Walter Farrington's new barn is about completed. The building is shingled and clapboarded, and but little remains to be done to finish it.

Patrick Griffin, of Hampden, and George Davis, of Eddington, were before the municipal court yesterday for drunkenness. Both were fined \$3 and costs.

Mr. Leslie Kellen, who has been up river for a few weeks, for a vacation and to recuperate his health, has arrived home. His trip was a pleasant and a beneficial one.

Mrs. B. H. Farrington met with quite an accident this week. In lifting a kettle of boiling hot water she spilled some of its contents on one of her arms, scalding the member badly.

Business is brisk on the river this week. The travelling of people back and forth to the fair makes a big patronage for the little steamers on their various routes and the larger ones are also doing a good business.

The monthly conference meeting of the First Congregational church this evening is expected to be of special interest and all members of the church are earnestly desired to be present.

A paper will be read by Mrs. Grace E. Washburn on "Parish Missionary Work," followed by a discussion.

A man came in from the country, Wed. today, and left his team standing under the shed in the rear of Messrs. E. F. Young & Co.'s store.

Yesterday forenoon the team was still there, the man not having returned. Those who found that this was the case, took the horse out from the shafts and fed him, a humane act.

The new band which has been organized at East Eddington, and which has been practicing for some time, made its first appearance in public recently, at a lecture given there in the public hall by Owen S. Peck, of Tufts College.

The band making good progress under the instruction of A. D. Harlow, of the Bangor B. and.

The party consisting of Capt. L. B. Smith and family, Mr. A. H. DeHasseth and Mr. Stephen Sawyer, of this city, Dr. W. L. Hunt's family, of Bangor, and Mr. and Mrs. Charles E. W. Brown, of Bucksport, formerly of Brewer, which has been on a cruise down river in the schooner yacht Fannie Hayden, has returned home.

NEW RAILROAD SIGNALS.

An Inventor's Novel Method for Preventing Accidents.

In the top loft of the building at the corner of Broad and Market streets, Newark, a inventor has put up full sized working models of two valuable railroad appliances, says the Newark Call.

The inventor is James S. Baldwin, and the apparatus consists of railroad gate for street crossings and a set of three signals for stopping trains. Both of these appliances are operated by compressed air.

The gate looks like any other poled gate such as the railroads use, but instead of having chains and cranks under the roadway the gates are operated by pipes which can connect up a dozen or a steel gates and operate all at one time. Air and water accomplish the work.

The pipe of the gate is obtained by vessels containing water and an air pump situated alongside of one of the gates and, worked by hand, forces the water from one of the receptacles to the other, alternating the pole of the gate so that it rises or falls as may be required.

It is a form of a gate which must strike the casual observer as being particularly applicable to country road crossings. The power required to operate four gates at a crossing is slight, and three or four crossings may be attended by one signalman on a straight stretch of road.

The other invention, while no more complicated, is of more value to the railroad companies, if not to the general public. It is a system of emergency signals, intended to protect the rear of a train, but at the same time it is applicable to the work of signalling in either direction, and upon a single track road would economically take the place of an expensive block system.

Mr. Baldwin's model consists of three red disks enclosed in boxes along the wall, while below them are three immense spools wound with over 800 feet each of small lead pipe. This places the signals at either end practically 1,800 feet apart. Attached to the wall at various places and connected with the signal boxes by the lead pipe are three small valve boxes. These are supposed to be attached to telegraph poles or other posts at the side of the railroad, while the signals are to be fastened to suitable pillars at regular distances apart.

The connecting pipe is to be laid underground. The red disks are nicely poled, so that a slight hand pressure will throw them down and bring them into view. It is contemplated to equip the rear cars of each train with a small cylinder of compressed air at from thirty to sixty pounds pressure, to be filled as often as necessary from the air pumps of the engine.

When a train comes to a stop the rear brakeman, instead of rushing down the track for a half mile with a flag or lantern, picks up a can of air, goes to the nearest telegraph pole, and in two seconds connects the train with one of the valve boxes. In a few seconds all of the signals in the series come into view behind the train for a distance of a mile or more if needed necessary.

When the train is ready to go on the brakeman removes his air can and the signals slowly recede into the rear boxes as the air escapes through small "bleeding" valves in each signal box. The time consumed can be regulated so as to allow ample time for the forward train without selecting the one which is following. It is a simple mechanical device, and fully capable of doing all the work which is required.

It was the good fortune of an *Argosy* reporter to visit one of the largest of the Broadway shoe recently, and see for himself how a watch case is made.

In this particular shop only gold cases are manufactured. The precious metal is weighed in the scales. The standard of these makers being 14 carats, 10 parts of copper and silver are put with the gold, for the pure metal is rated at 24 karats.

Long experience has shown that 14 karat gold is the best for watch case manufacture, a large proportion of gold, while giving a rich color to the article, is too soft for wear, and in a very short time the finer lines upon an engraved watch begin to disappear.

If a watch case had as much gold in it as a standard coin it would soon be worn as smooth as a billiard ball. It is seldom that 18 karat cases are made, though the coins are 22 karats fine. Just why a coin, which would seem to be rubbed far more than a watch case, is so little affected by its constant use is a matter which is hard to explain.

The alloy of copper and silver of course is as carefully weighed before it goes into the smelting pot as is the gold. A flame of gas and air quickly reduces the three metals to a liquid, when they are poured into bar moulds, some narrow, others wide. These are put under massive rollers and reduced to the thickness required. No better understanding of the power of the rollers can be given than by the statement that a bar of gold can be rolled into a sheet one-thousandth of an inch in thickness.

The metal sheets are next cut into the sizes required and sent to the turners. They cut out the pieces, backs and sides and shape them. The joiners solder these backs and sides together and fasten on the receptacles for the springs and chain ring, the pendulums, as they are called. The springs are next.

If there is to be raised gold work on the cases the designs are then soldered on. The next to the last step in the manufacture, the engraving, is the most costly of all, the difference in the cost of a plain and an engraved case being often one-third. The gold in a 40 pennyweight case—they are all sold by weight—a worth about \$30. Usually the cases run from 40 to 80 pennyweights, although heavier are made if ordered.

The cost of engraving runs from \$5 to \$20, and higher if the design is very intricate. After all else is done the case is carefully polished. The workmen receive from \$18 to \$24 per week. The cost of one of the lowest grade cases in the factory was about \$50. From 100 to 200 cases a week are turned out by this one concern, the bar gold consumed in six months amounting to over \$60,000.

For the most part the Brooklyn manufacturers are makers of cheap grades of cases, engraving them by machinery, by which nothing approaching hand work can be done.

The making of watch dials is an interesting branch of watch manufacture. The dials made by machinery are produced rapidly. A steel plate is first engraved with the figures and lines which are desired on the watch dial. A copy of this steel plate is taken by means of a wax matrix, on which copper is electrolytically deposited. This being a copy of the steel engraving, the pigment is placed on the copper. A thin coat of collodion is laid over it being evenly distributed by centrifugal force.

A sheet of paper placed upon the collodion before it is dry adheres, and being removed, withdraws the collodion and the pigment, thus making a negative upon the paper. The paper, being placed upon a blank watch dial, is slowly pressed in and placed in a furnace. The heat destroys the paper, and the collodion penetrates the enamel. Thus the most intricate designs are printed upon the dials.

Considering the skill and patience required in the making of a watch case and dial, to say nothing of that required to make the works, it is no wonder that a good watch is a valuable piece of property.

During the past few years there has been a great decrease in the price of this timepiece. To-day the man owns a gold watch who, a few years ago, had only a silver one or none at all. This great demand for gold instead of silver is due in no small degree to the person who invented the filled case, as it is called. What is to say, the inside of the case is of some material other than gold. People tired of plated ware, and when the filled cases, which are solid so far as they go, came upon the market there was a great demand for them.

George William Curtis.

George William Curtis, whose death was announced in THE WING of Thursday morning, was born in Providence, Feb. 24, 1824. One year of his early career was passed as clerk for a New York mercantile house.

In 1842 he with an elder brother was placed in the famous Brook Farm Socialist Institute at Roxbury. In 1848 he went to Europe and in 1850 he published "Mile Notes of a Howdidi." In 1852 he issued "The Howdidi in Syria." During this time he connected himself with

A company has been incorporated under the laws of New Mexico for the purpose of putting a big international dam across the Rio Grande for the purpose of irrigating both in Mexico and the United States. William Hamilton, of New York, is at the head of the project, and the company is incorporated for a capital of \$10,000,000.

The dam will be built about five miles above El Paso in Mountain Gateway. It will be 500 feet long, of solid masonry from cliff to cliff, resting on a solid limestone foundation and will be 70 feet wide. Colonel Edison Mills, of the United States Corps of Engineers, estimates the cost of the dam at \$800,000.

There will be two double iron gates on the Texas side of the canyon and two of precisely the same size and pattern on the Mexican side. From these gates two canals will be cut through the rock, following on the Mexican side, capable of carrying a volume of water twenty feet wide and ten feet deep.

Colonel Mills estimated the full cost of the completed system, including the dam, canals, ditches and gates, drops, etc., at \$2,500,000. The construction of this dam will create an inland lake fifteen miles long and about five miles wide, with an average depth of about twenty-five feet.

Storage reservoirs will be constructed on both sides of the canyon above, also, so as to replenish the lake from time to time and keep it up to high water mark.



A feeling of lassitude, languor, and depression means that your liver isn't doing its part. That means impure blood, to begin with, and all kinds of ailments in the end.

But you can stop them in their tracks. Dr. Pierce's Golden Medical Discovery invigorates the liver, purifies and enriches the blood, and puts every organ into healthy action. It prevents and cures all diseases arising from a torpid liver or from impure blood. Dyspepsia, Indigestion, Biliousness, Headache, Skin and Scalp Diseases—even Consumption (or Lung-scurf), in its earlier stages, all yield to it.

The makers of the "Discovery" claim for it only what it will do. They guarantee that it will do it. If it fails to benefit or cure, in any case, they'll return the money. Nothing else but claims to purify the blood is sold in this way; which proves, no matter what dealers may say, that nothing else can be "just as good." Therefore, don't accept a substitute.

Are You Getting The Fair?

Because

If you are, while you are in a town you will do well to visit us, for we shall give some special prices for those days. There's going to be a big crowd here and we are going to do such a trade that we can afford to make a big cut in prices. Do not allow this chance to get a bargain escape you.

Carpets

are always in demand and we are marking down the standard makes, Wools, Tapestry, Brussels, Velvets, and then Straw Matting for chambers. There are some great bargains in these.

Parlor Sets.

We have a fine assortment of Parlor Suites and shall make the prices RIGHT Sets in Plush, Tapestry, Rugs, Brocatelles, from \$40 upwards.

Ranges.

Quaker Ranges are always favorites, and every housekeeper knows what they are. We shall give extra bargains during the Fair Week.

Everything

in the line of house furnishings and at special bargains for Fair Week.

Call On Us

and you can save enough on a purchase of furniture to pay your expense at the Fair. Then you remember about the installment system.

A. J. MORSEY, Manager, Bangor.

Headquarters—Portland, Me. Branches—Auburn, Bath, Biddeford, Gardiner, Norway, Old Town, Rockland and Waterville.

ISAAC C. ATKINSON, General Manager.

BEFORE TRYING EXAMINE

THE TRUE

IT REGULATES the bowels, assists digestion, and cures those diseases arising from a disordered stomach or liver, such as CONSTIPATION, BILIOUSNESS, INDIGESTION, LOSS OF APPETITE, HEADACHES, etc.

ELIXIR

Endorsed by an old Bangor Physician.

DR. TRUE. Dear Sir: Your Elixir is deserving of great praise, too much cannot be said in its favor. I have used it in many cases, and its effect has been in some instances, truly wonderful, and in all highly satisfactory. It is a safe and potent remedy, no family should be without it.

June 22, 1892

SUMMER SUITS

to be sold out at some price. Now is the best time ever offered to buy

Clothing Cheap.

Men's Suits from \$3 to \$10.00.

Just look at them. Guaranteed to be the best trades for the money ever offered in this city.

FRANK P. FLETCHER & CO.

Corner of State and Exchange Streets.

DO YOU KNOW

What to be in Style the Coming Fall

Double Breasted Suits!

We have been receiving in this week the latest styles of DOUBLE BREASTED SUITS.

Double Breasted Suits for Children, Double Breasted Suits for Boys, Double Breasted Suits for Men.

Maine Central Railroad.

Arrangement of Trains.

In Effect June 26, 1892.

Until further notice trains will leave Bangor as follows:

GOING EAST

5:15 A.M.—For St. Stephen, Arrowsmith, and all points East of Bangor via Old Town and the Province, with Parlor car for St. John.

6:30 A.M.—(Mixed) for Vanhook and all stations.

7:15 A.M.—For Old Town and B. & N. R. R.

11:30 A.M.—For Old Town and B. & N. R. R.

12:30 P.M.—(Mixed) for Old Town and all stations.

8:20 P.M.—Provincial Express for Old Town, B. & N. R. R., Lincoln, Mattawamkeag, Arrowsmith, Woodstock, and Andrews and all stations.

4:55 P.M.—For Old Town.

7:35 P.M.—Night express train for St. Stephen, Woodstock, Arrowsmith, and all stations.

sleeping car for St. John also best daily, Sunday included, to Vanhook and St. John.

GOING WEST

6:50 A.M.—For Waterville, Augusta, Gardiner, Brunswick, Lewiston, Bath, and Boston, connecting at New York City.

8:20 P.M.—For Waterville, Gardiner, and all stations.

12:30 P.M.—(Mixed) for Waterville, Gardiner, and all stations.

1:40 P.M.—Flying Yankee, with the car via Augusta, for New York, Boston, and all stations.

8:20 P.M.—For Waterville, Gardiner, and all stations.

8:00 P.M.—Express train for Waterville, Gardiner, and all stations.

10:50 P.M.—Express train for Waterville, Gardiner, and all stations.

BUCKSPORT BRANCH

Trains leave Bangor for Bucksport at 1:45 and 7:00 P.M. Arrive at Bucksport at 3:15 and 7:50 P.M. Leave Bucksport for Bangor at 4:00 and 10:00 A.M. and 14:00 A.M. Bangor at 6:30, 11:20 A.M. and 1:15 P.M.

MT. DESERT BRANCH

Trains leave Bangor for Ellsworth at 1:45 and 7:00 P.M. Arrive at Ellsworth at 3:15 and 7:50 P.M. Leave Ellsworth for Bangor at 4:00 and 10:00 A.M. and 14:00 A.M. Bangor at 6:30, 11:20 A.M. and 1:15 P.M.

ARRIVALS

The quick train from Bangor arrives at 1:45 P.M. and 7:00 P.M. The quick train from Bangor arrives at 1:45 P.M. and 7:00 P.M. The quick train from Bangor arrives at 1:45 P.M. and 7:00 P.M.

GENTLEMEN'S HATS

JUST OPENED

AT

THE

SHOE AND HAT STORE,

No. Kearsage Bridge.

Rare Chance.

OR SALE IN BANGOR

A FIRST-CLASS

Grocery Store.

An excellent location, good, clean stock, with a line of reliable customers. Reason for selling: Failing health necessitates change of business.

Address, BOX 882, BANGOR, MAINE.

JAMES H. HARRIS

ATNA CAMP GROUND

Excursion trains will be run to ATNA CAMP GROUND.

Sunday, September 4.

Leave Bangor at 10 A.M. Return at 10 P.M. Tickets 25c. and 50c. for round trip.

Bangor & Arrowsmith R. R.

PISCATAQUIS DIVISION.

ARRANGEMENT OF TRAINS.

On and after MONDAY, June 1st, 1892.

Passenger trains leave Bangor for Piscataquis at 7:00 A.M. and 1:00 P.M. Arrive at Piscataquis at 8:30 A.M. and 2:30 P.M. Leave Piscataquis for Bangor at 9:00 A.M. and 3:00 P.M. Arrive at Bangor at 10:30 A.M. and 4:30 P.M.

Freight trains leave Bangor for Piscataquis at 6:00 A.M. and 12:00 P.M. Arrive at Piscataquis at 7:30 A.M. and 1:30 P.M. Leave Piscataquis for Bangor at 8:00 A.M. and 2:00 P.M. Arrive at Bangor at 9:30 A.M. and 3:30 P.M.

Quick Time

TO	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
OTTAWA	10:15	10:15	10:15	10:15	10:15	10:15	10:15
TORONTO	10:30	10:30	10:30	10:30	10:30	10:30	10:30
DETROIT	10:45	10:45	10:45	10:45	10:45	10:45	10:45
CHICAGO	11:00	11:00	11:00	11:00	11:00	11:00	11:00

CANADIAN PACIFIC RY.

TO	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Bangor	7:20 A.M.	7:20 A.M.	7:20 A.M.	7:20 A.M.	7:20 A.M.	7:20 A.M.	7:20 A.M.
Oldtown	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Dow & Fox	9:4	9:4	9:4	9:4	9:4	9:4	9:4
Greenville	11:30	11:30	11:30	11:30	11:30	11:30	11:30
Montreal	18:20 P.M.	18:20 P.M.	18:20 P.M.	18:20 P.M.	18:20 P.M.	18:20 P.M.	18:20 P.M.
Ottawa	11:1 A.M.	11:1 A.M.	11:1 A.M.	11:1 A.M.	11:1 A.M.	11:1 A.M.	11:1 A.M.
Toronto	12:1	12:1	12:1	12:1	12:1	12:1	12:1
Detroit	12:1 P.M.	12:1 P.M.	12:1 P.M.	12:1 P.M.	12:1 P.M.	12:1 P.M.	12:1 P.M.
Chicago	13:1	13:1	13:1	13:1	13:1	13:1	13:1

Daily except Monday. Daily except Monday.

To secure accommodation, and for all information, apply to A. W. Benson, Bangor, or J. F. Benson, Old Town, or J. W. Robinson, Haverhill, or to the nearest agent of the Canadian Pacific Ry.

D. McNICOLL, Gen'l Pass. Agent, Bangor, Me. C. F. McPHERSON, Asst. Gen'l Pass. Agent, Montreal, Que.

GRAND RUSH

ES' NEW

No. 2 Harlow Street

Where you will find the finest line of cakes in the city.

Wednesday we shall open up the following:

Walnut Cakes, Chocolate Cake, Vanilla Cake, Gold Cake, Citron Cake, Sultana Cake, Banana Cake, Cherry Cake, Olive Cake, Lorne Cake.

Please give us a call and see for yourself the best line of cakes ever offered in the city. Don't forget, our number is 2 Harlow Street, just around the corner from State. Sign, cream front.

July 18

Maine and New Brunswick Insurance Co

20 WEST MARKET SQUARE.

A HOME COMPANY